

**IN THE CLAIMS:**

1. (Currently amended) A vehicle comprising:
  - a plurality of wheels;
  - an internal combustion engine having a drive shaft interconnected to drive at least one of the wheels;
  - a stator having a core and a plurality of wires disposed on the core in a three-phase winding arrangement;
  - a flywheel-rotor apparatus surrounding at least a portion of the stator and interconnected with the drive shaft, the flywheel-rotor apparatus being operable to magnetically interact with the stator to produce a three-phase alternating current in the wires, and to provide an inertia to the internal combustion engine; and
  - a power circuitry electrically connected to the plurality of wires, the power circuitry being operable to receive the three-phase alternating current and to controllably generate a single-phase alternating current; and
  - an electrical outlet electrically connected to the power circuitry, the electrical outlet being configured to receive the single-phase alternating current and make the single-phase alternating current available for use by an operator.
2. (Currently amended) A vehicle ~~as set forth in claim 1 wherein the power circuitry includes~~ 1. comprising:
  - a plurality of wheels;
  - an internal combustion engine having a drive shaft interconnected to drive at least one of the wheels;
  - a stator having a core and a plurality of wires disposed on the core in a three-phase winding arrangement;
  - a flywheel-rotor apparatus surrounding at least a portion of the stator and interconnected with the drive shaft, the flywheel-rotor apparatus being operable to magnetically interact with the stator to produce a three-phase alternating current in the wires, and to provide an inertia to the internal combustion engine;

a power circuitry electrically connected to the plurality of wires, the power circuitry being operable to receive the three-phase alternating current and to controllably generate a single-phase alternating current the power circuitry including

a regulator that regulates the three-phase alternating current to a direct current,  
a storage device that stores the direct current, and  
an inverter that converts the direct current to the signal-phase alternating current;

and

an electrical outlet electrically connected to the power circuitry, the electrical outlet being configured to receive the single-phase alternating current and make the single-phase alternating current available for use by an operator.

3. (Original) A vehicle as set forth in claim 1 wherein the three-phase alternating current includes a high-voltage, three-phase alternating current,

wherein the single-phase alternating current includes a first-voltage, single-phase alternating current,

wherein the stator further includes a low-voltage wire disposed on the core, and

wherein the flywheel-rotor apparatus magnetically interacts with the low-voltage wire to produce a second-voltage, single-phase alternating current in the low-voltage wire.

4. (Original) A vehicle as set forth in claim 3 wherein the high-voltage, three-phase alternating current is greater than approximately two hundred volts peak-to-peak, and the second-voltage, single-phase alternating current is less than approximately fifty volts peak-to-peak.

5. (Original) A vehicle as set forth in claim 3 wherein the power circuitry includes a first power circuitry, and

wherein the vehicle further comprises:

a second power circuitry electrically connected to the low-voltage wire, the second power circuitry being operable to receive the second voltage, single-phase alternating current and controllably generate a direct current.

6. (Original) A vehicle as set forth in claim 5 wherein the first-voltage, single-phase alternating current is between ninety and one hundred thirty five volts root-mean-square, and the direct current is between ten and fifty volts.

7. (Currently amended) A ~~generator~~ vehicle as set forth in claim 5 wherein the first-voltage, single-phase alternating current is approximately one hundred twenty volts root-mean-square, and the direct current is approximately twelve volts.

8. (Currently amended) A ~~generator~~ vehicle as set forth in claim 3 wherein the core includes a plurality of teeth, the total number of teeth being represented by  $(x)$  where  $(x)$  is an integer,

wherein the ~~first~~ plurality of wires are disposed on  $(n)$  teeth where  $(n)$  is an integer less than  $(x)$ , and

wherein the low-voltage wire is disposed on  $(x - n)$  teeth.

9. (Currently amended) A ~~generator~~ vehicle as set forth in claim 3 wherein the core includes a plurality of teeth,

wherein the ~~first~~ plurality of wires are disposed on each of the teeth, and

wherein the low-voltage wire is disposed on at least one of the teeth.

10. (Original) A vehicle as set forth in claim 1 wherein the power circuitry includes a first power circuitry,

wherein the three-phase, alternating current is a first three-phase, alternating current,

wherein the single-phase alternating current is a first signal-phase alternating current,

wherein the vehicle further comprises:

a second power circuitry having at least two connections interconnected with the plurality of wires, at least one of the two connections being a tap off of one of the phases, the second power circuitry being operable to receive a second alternating current and to controllably generate a direct current.

11. (Original) A vehicle as set forth in claim 10 wherein the second alternating current is a single-phase current.
12. (Original) A vehicle as set forth in claim 10 wherein the second alternating current is a three-phase current.
13. (Original) A vehicle as set forth in claim 10 wherein the first single-phase alternating current is between ninety and one hundred thirty five volts root-mean-square, and the direct current is between ten and fifty volts.
14. (Original) A vehicle as set forth in claim 10 wherein the first single-phase alternating current is approximately one hundred twenty volts root-mean-square, and the direct current is approximately twelve volts.
15. (Original) A vehicle as set forth in claim 10 wherein the second power circuitry has three connections to the plurality of wires, each connection being a tap off of a distinct one of the phases.
16. (Original) A vehicle as set forth in claim 1 wherein the power circuitry includes a first power circuitry,  
wherein the three-phase alternating current is a first three-phase alternating current,  
wherein the single-phase alternating current is a first single-phase alternating current,  
wherein the vehicle further comprises:  
a second power circuitry having at least two connections interconnected with the plurality of wires, the second power circuitry being operable to receive a second alternating current and controllably generate a low-voltage direct current.
17. (Original) A vehicle as set forth in claim 16 wherein the second alternating current is a signal-phase alternating current.

18. (Original) A vehicle as set forth in claim 16 wherein the second alternating current is a three-phase alternating current.
19. (Original) A vehicle as set forth in claim 16 wherein the first single-phase alternating current is between ninety and one hundred thirty five volts root-mean-square, and the direct current is between ten and fifty volts.
20. (Currently amended) A ~~generator~~ vehicle as set forth in claim 16 wherein the first single-phase alternating current is approximately one hundred twenty volts root-mean-square, and the direct current is approximately twelve volts.
21. (Original) A vehicle as set forth in claim 16 wherein the second power circuitry includes two connections interconnected with the plurality of wires.
22. (Original) A vehicle as set forth in claim 16 wherein the second power circuitry includes three connections interconnected with the plurality of wires.
23. (Original) A vehicle as set forth in claim 16 wherein the first and second power circuitries are interconnected.